

Intimation.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"
Captain Davis, will be despatched for the
above Port, on THURSDAY, the 22nd instant,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, 20th August, 1901. [897c]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ATAKA,"
Captain Davis, will be despatched for the
above Port, on or about the 10th September.

To be followed by the
S.S. "ANAPA,"
about 15th October, 1901.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th August, 1901. [871c]

KELLY & WALSH, LD.

NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGA-
TIONS IN PEKING, by Nigel Oliphant \$3.00
THE REAL CHINESE QUESTION, by C.
Holcombe 1.50
ALL THE WORLD'S FIGHTING SHIPS,
by F. T. Jane 9.50
ROYALTIES OF THE WORLD IN PEACE
AND WAR, by Capt. W. E. Cairnes 6.75
HOW TO INVEST AND HOW TO SPECU-
LATE, by C. H. Thorpe 3.50
BEAUTY'S AIDS; OR HOW TO BE BEAU-
TIFUL, by Countess C. 2.25

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.

R. G. HECKFORD,
Manager.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses, Cudlery and Dinner Services, Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 23th July, 1901. [777c]

To-day's
Advertisements.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

of

AMERICAN ASPARAGUS & DESSERT

FRUITS, ALL KINDS.

Apply to

G. GIRAUULT.

Hongkong, 20th August, 1901. [667c]

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the

above Ports, on FRIDAY, the 23rd instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.
Hongkong, 20th August, 1901. [226c]

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR

EAST.

Per Dozen - - - - - \$15.00

The following Blends are also recom-

mended, and are unsurpassed

in quality:—

A.—THORNE'S BLEND - - - - - \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine "Scotch"

WHISKY of great age... 10.80

C.—ABBELOU-GLENLIVET - - - - - 12.00

D.—H.K.D., BLEND of the

Finest Old Malt Scotch

WHISKIES - - - - - 14.40

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

MARRIAGE.

SOUTHAM-GOLDSTONE. At Christ Church,
Yokohama, on the 17th August, 1901, by the
Right Rev. Bishop Awdry, D.D., assisted by
the Rev. Thomas Wright, Rev. WALTER J.
SOUTHAM, B.D., of Hongkong, to Miss SARAH
E. GOLDSTONE, of Toronto, Canada. [868c]

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 20, 1901.

REUTER'S TELEGRAMS.

THE NAVAL AND MILITARY
WORKS BILLS.

LONDON, August 17th.

The Naval and Military Works Bills have
been read a third time.

PARLIAMENT PROROGUED.

Parliament has been prorogued.

KRITZINGER'S RETREAT FROM
CAPE COLONY.

August 18th.

General Goring has driven Commandant
Kritzinger and his followers, the latter num-
bering only one hundred men, many of them
on foot, across the Orange River.

CONFLAGRATION IN LONDON.

The premises of the Mazawattee Tea Com-
pany at Tower Hill have been gutted by fire.

GERMANY AND JAPAN.

Cordial telegrams have been exchanged
between the German Emperor and the Mikado
in reference to the reception of Count
von Waldersee in Japan.

WEATHER REPORT.

The Observatory report says—
On the 20th at 12.10 p.m. the barometer has
risen slightly on the China coast, fallen a little
over the Philippines. Pressure is highest over
the N.E. coast of China, and gradients are slight.
For E. winds on the China coast. Forecast—
E. winds, light; showery.

LOCAL AND GENERAL.

ACCORDING to the *New York Journal*, four
men broke into the offices of the South Chicago
Bottling Works, Ninety Sixth-street and Ex-
change-Avenue, a few days ago, and stole the
safe, weighing 1,000 pounds. After carting it
a mile out on the prairie they broke it open, to
find two two-cent postage stamps. The con-
versation of the party would be well worth
listening to for the next twenty minutes, says a
Singapore contemporary.

A SHANGHAI paper states that the German
Staff has already set to work collecting
material for an official history of the German
expedition to China. A circular has been
issued appealing to the district commanders to
induce the possessors of private letters, diaries,
and notes which contain material to send them
to the General Staff. These documents will be
placed in the archives and will be treated as
confidential. For the next 30 years no one
will be allowed to have access to them except
officers of the General Staff who receive special
permission.

DR. HOVE, the geologist, relates some interest-
ing facts about the remarkable purity of the air
in the Mammoth Cave of Kentucky, showing
the peculiar effect it has on the olfactory nerves
if breathed for a few hours. The doctor
remained in the cave the whole of one day, and
upon emerging, found that his perception of
smell had increased to such an extent that he
could detect a distinct odour from every tree,
animal, and man. This is accounted for by the
absence of anything in the cave to stimulate
the nerves, the nose having complete rest, and
thus becoming super-sensitive to outside
influences.

THE state of some of the bodies taken from
the debris of the collapsed houses in Cochrane
Street may be judged by the fact that this
afternoon a human jawbone and the two bones
of a forearm were found without any sign of
the remainder of the body to which they
belonged being forthcoming. This morning
the workers collected a whole dead-box
full of various fragments, such as arms and
legs. All hope of recognising the bodies now
being excavated has ceased, and so badly dis-
membered are some that the working party can
only keep count of the deaths by noting each
skull taken out.

A HOME paper says that on the 16th ult. was a
veritable day of cricket centuries, and the hero
of the occasion was the famous Nottingham
batsman, William Gunn, who, in compiling the huge
aggregate of 273 against Derbyshire was able
to enjoy the double distinction of making the
biggest individual score of the season and
topping his own previous best by 37 runs. It
was against Surrey in August, 1898, that Gunn
took the liberty of putting together 236 and
carrying out his bat, though a year previously
almost to the day the lengthy William fell
short of this big performance by 6 runs only,
when playing against his opponents of yester-
day. It seems hard to believe that nineteen
years have slipped away since Gunn made his
first hundred in first-class cricket. By the way,
Gunn's even more famous colleague, Arthur
Shrewsbury, achieved this feat no far back as
1876. His highest score is 267, made against
both Middlesex and Sussex in 1887 and 1890
respectively. Shrewsbury has been singularly
unfortunate in his brief career, centuries
being few and far between. Yesterday he fell short of the coveted
three figure by a single run only, and a month
ago he had a similar experience at Brighton.

We hear that the supply of liquor to the men
engaged in clearing the wreck in Cochrane
Street has been "knocked off." Surely this is a
mistake for a man engaged on such horribly
odorous work needs some stimulant—and
plenty too. We should like to know why this
has been stopped. If it is simply for want of
funds we will supply the necessary ourselves
with the greatest of pleasure.

THE *China Gazette* says the *Hongkong Daily
Press* is often curious, though never humorous,
in its Shanghai news, but it got very near to
the latter quality in its account of the foundering
of a Russian steamer the other day. The
item was given under capacious heading, in
large type, of the "Crisis in China," and then
in smaller type the caption followed, "Narrow
Escape of M. de Witte," who it appears was on
board the steamer that foundered off North
Formosa, though nobody but the *Daily Press*
and its correspondent here appear to have known
it. Prodigious scoop!

THE manufacturers of Ogden's Guinea Gold
cigarettes have, says a home paper, hit upon a
decidedly novel scheme for advertising them-
selves and at the same time benefiting the
cause of charity. They are issuing tastefully
arranged albums on sale at tobacconists at
1s. 6d. each—for the reception of the photo-
graphs that are given away with their cigarettes,
and they offer to purchase from the public, at
the price of one guinea each, the first 1,000
albums completely filled that may be received
by them. These albums will be presented to
hospitals and other institutions; those that are
not purchased will be returned to the senders.

It is stated that as regards the expedition
recently sent from Aden to destroy a Turkish
fort within the British sphere there at Ad-
daria, the object of the expedition was accom-
plished and the tower blown up. Our casual-
ties were 4 killed and 6 wounded. The force
suffered a good deal from heat, Colonel Harri-
son, commanding the West Kents, being sent
back to Aden with sunstroke. The country is
reported clear of the enemy (Arab tribesmen)
but the force will remain there for some days.
The Lieutenant-General, Commanding the
Forces, Bombay, reports that the conduct of the
troops throughout has been very satisfactory.
The general health of the force is excellent.

Mr. George Cadbury, of Birmingham, in dis-
cussing with an interviewer the subject of the
Bournville Housing Trust, remarked—"I am
not rich as an American millionaire would
count riches. My gift is the bulk of my property
outside my business. I have seriously con-
sidered how far a man is justified in giving
away the heritage of his children, and have
come to the conclusion that my children will
be all the better for being deprived of this
money. Great wealth is not to be desired, and
in my experience of life it is generally more of
a curse than a blessing to the families of those
who possess it. I have ten children. Six of
them are of an age to understand how my actions
affect them, and they all entirely approve."

THE *Globe* says—in connection with our re-
cent remarks concerning Pearson's Fire Alarm,
our attention has been drawn to the fact that so
far as those connected with the company is
concerned there has been no "shop" buying
going on. A company or syndicate having a
capital of only £10,000 has been formed for
the purpose of exploiting the patent in ships,
on railways in China, and Japan, the patent
company not desiring to take further responsi-
bilities. The chairman of this syndicate is
Lord Suffield, the vice-chairman Sir William
Robinson, late of Hongkong, and Messrs.
Dickson and C. F. Hartridge are directors.
The syndicate will purchase the apparatus from
the parent concern at prices which are stated
to yield a handsome profit. In addition to this
subsidiary companies have been formed for
Leicester and Glasgow, and already the success
of the first-named is assured. It is alleged
that it is for these reasons that the upward
move observable in quotations has taken place.

RATHER a strange case has just been brought
before the Civil Court of the Seine. It is one
of strict business, but with quite a halo of
romance about it, says the Paris correspondent
of the *Telegraph*. Years ago two children,
a boy and a girl, belonging to different Alsatian
families, grew up side by side. Their respec-
tive parents were people in a humble walk
of life, and when the time came they went
out into the world to seek their fortunes.
The lad eventually emigrated to America,
while his former companion took up her
abode in Paris, and by dint of hard toil and
economy finally amassed a fortune of £16,000.
Caroline was now forty years of age, but
she had not forgotten her old friend Emile.
She made inquiries about him at the Alsatian
village, ascertained that he was employed as a
workman in a town in the United States, and
still a bachelor, and she wrote asking if he
would marry her. The man accepted the offer,
came to France, and preparations for the day
which was to see them at last united were
promptly made. Unfortunately, all these fond
hopes were dashed to the ground. The day
had been fixed for the signing of the contract.
Relatives and friends were assembled, but
Caroline did not appear. A sudden attack of
illness had proved fatal. Emile mourned her
sincerely, but he could not quite overlook the
fact that, in view of the projected marriage, he
had at Caroline's invitation given up his place
in America, come to Paris, and passed some
months at an hotel, which had naturally en-
tailed a certain amount of expenditure. He
had consented to marry Caroline, without
claiming any advantages of a peculiar charac-
ter, but after all, he was considerably out of
pocket, especially for a man of his means.
His defunct fiancée had bequeathed all her
property to a respectable cook dwelling at
Versailles, to Emile put in a mild request that
£400 might be presented to him by way of
compensation. The affair was submitted to
the Civil Tribunal of the Seine, which now
expected to deliver its judgment in the course
of next week.

THE COCHRANE STREET
COLLAPSE.

A MARVELLOUS RESCUE.

Just as we had gone to press yesterday news
was brought in that a man had been discovered
alive in the ruins of the houses in Cochrane
Street. Of course we didn't believe it. It seemed
impossible that any man should be able to
survive a burial of six nights and five days
under such a heap of debris. However, we
sent a representative off post haste and, on
arriving at the scene of the collapse he found
that the news was true. Shortly after half-past
four o'clock were heard from beneath the debris
near the party wall of the two houses which
first collapsed, and on further investigation it was
found that a man was still alive there. Word
was immediately sent for further assistance,
and Captain Superintendent May was quickly
on the scene, with extra men. The buried
man was found to have been jammed between
the beams of one of the floors and was in such
a position that, while he was uninjured, he
could not move, and had spent the whole time
since the collapse cramped up in a small space
in which he could neither lie, stand nor sit, but
had to remain in the very strained position in
which the falling house had left him. As soon
as the debris had been cleared away sufficient-
ly, Inspector Hanson passed down whiskey and
water and some bread to the poor wretch, and
he was so delighted at the prospect of release
that he was able to chaff his rescuers and beg
them to hurry up. It was very delicate work
however, for, when trying to dig him out, another
fall took place and that method of procedure had
to be abandoned. Eventually it was found
better to try and tunnel down to him and this
was eventually accomplished. As soon as a
sufficiently large hole had been made, Inspector
Hanson and Mr. Crisp, Inspector of Buildings,
reached down, and getting a good hold, hauled
the man out. Dr. Bell was in attendance and res-
torative were administered, after which, with
assistance, the rescued man was able to walk
to a chair and was taken away to the Hospital.
He is about sixteen years of age and must
have been of exceptionally strong physique to
have stood his burial for so long. He is doing
well in the Hospital.

Since yesterday a great alteration in the
aspect of the ruins has taken place. The lower
house, No. 32, has been almost cleared of debris,
but Nos. 34 and 36 are still choked up with rub-
bish. The work is of a most dangerous descrip-
tion, as the surrounding walls are ready to crash
down upon the working party at any moment
and, as we pointed out yesterday, it is necessary
to pay constant attention to the struts to see
that they remain in position. The fact that
many of them have to butt upon the heaps of
debris means that they are constantly being
undermined and hence work is frequently in-
terrupted.

We are still of opinion that it would have
been better to have asked for bluejackets to
have carried out the work, but at the same
time, we give all credit to those men who have
worked throughout this whole time at rescuing
or extracting bodies. They have had practically
no assistance, for the coolies are too unintelli-
gent to do more than scrape at the debris like
so many hens on a dunghill, and, whenever a
body is unearthed, they bolt. As a matter of fact
the Europeans are doing all the work and the
coolies are clearing up after them, and what
would have happened had we not a man like
Sergeant Garrod to depend upon we don't
know. He is a host in himself. The work
that some of the men have done will be seen
below. And such unpleasant work too! The
whole place smells like a charnel house and
it requires a man of strong stomach and
iron nerves to keep at the work of clearing
the debris for half an hour. This morning
when we went down the Europeans in charge
were taking their breakfast in a house op-
posite and we wondered how they could do
so, so overpowering was the stench of the
decaying corpses still lying under the ruins.
Many of the bodies taken out lately have been
in fragments, dropping to bits as they were
lifted, so that it is well nigh impossible to
tell whether they are those of men or women.
Fifteen bodies have been recovered in the last
twenty-four hours and one living man, bring-
ing the total up to 20 dead, 12 sent to Hospital
and 13 slightly injured.

SERGEANT GARROD.

If any man has shone in the clearing of the
rubbish in Cochrane Street that man is Ser-
geant Garrod of the Police. He has worked
himself like a nigger to get the bodies out and
has kept the Chinese coolies up to their work
at the same time. This is no easy job, for
directly a body is found the whole lot clear
out and refuse to do a stroke of work until it is
removed. None of them will touch it and so
Garrod has to do the work himself. We saw how
it was this morning. A body was unearthed, so
horribly decomposed and swollen up as to be
unrecognisable. The Chinese promptly bolted,
refusing to go anywhere near the spot. The
smell was fearful, but Garrod, after care-
fully clearing the debris away from the body
threw a cloth over it, picked it up in his arms
and carried it out of the place, to where a dead
box was in readiness. He was not compli-
mentary to the Chinese while doing so, but
we noticed that the Bishop, who happened to
be present at the time the body was found,
failed to reproach him for his "language." It
was certainly excusable, for few men would
have done as he did with gaping coolies
looking on, and as he pointed out to us
without some European to step in now and
again and do things of this sort, however
unpleasant, the work could not go on, for
the whole of the coolies would desert. Garrod
is, we think, a titan who would delight
Kipling. As rough as you please when oc-
casion requires it, and one who talks right out
what he thinks and that not in drawing room
language, but as tender as a woman
where needed. He has been doing splendid
work since the late disaster and his labours
deserve recognition. As we saw him today
he was not a pleasant sight. Clad only in
a singlet and trousers and reeking with

filth he was directing everything and doing
all delicate jobs himself. And it must
not be forgotten that ever since the col-
lapse took place he has been hard at work,
he shirks nothing, and if an unpleasant job
crops up and nobody is there to undertake it,
he swears a little, and—does it himself. We
would rather have Garrod, with his harmless
swearing, in a tight corner, than a dozen of
your polite men who talk much and do
nothing.

MR. WOLFE.

The man who has been responsible for the
lives of the workers on the collapsed buildings,
to a very great extent, is Mr. Wolfe, of the
Public Works Department. He has had to
look to the scaffolding which are supporting
the tottering walls surrounding the scene of
operations, and his job has been no unsecure.
As we said before, the space between the houses
left standing is too broad for struts to be
put right across, and hence the shores have
had to be built up to the walls from the
top of the pile of debris, with the result
that they have had to be shifted at short
intervals as their supports are cut away.
It speaks well for Mr. Wolfe that no loss
of life has occurred amongst the workers, for
the whole of the surrounding walls are in a
horribly unsafe condition and it is only his
careful attention to the scaffolding that has
kept them in position. He too is a worker.
He is not satisfied with simply directing
matters, but does delicate jobs himself and
thus saves endless delays. Nobody who has
not inspected the scene of the collapse can
adequately realize the great task which has
been undertaken. A task which has risked
the lives of very many persons, but which has,
so far, been accomplished with injury to none.

THE HON. F. H. MAY.

Mr. May has had a bad time of it since the
collapse. People have said "why doesn't he
do this, and why doesn't he do that?" and so
on; but through it all Mr. May has done his
best and done it well. It must not be for-
gotten that he is to bow to superior authority
and cannot order a hundred men here and a
hundred there as, perhaps, he would like to.
Also he has only a certain number of Police at
his disposal, and these men have to do a great
deal more work than they are capable of carry-
ing out efficiently, and hence when an emer-
gency such as the present arises Mr. May is left
in the lurch. Still, despite these drawbacks,
he has done good work. The other day when
he strolled down there he saw that coolies
were no good. He didn't say much, he seldom
does, but he scowled about, and wore his ordi-
nary expression of tired weariness of the whole
world and newspapers in general, and went to
the Central Station and sent down a gang of
Iukongs and Indian constables, who did more
work than the whole of the couple of hundred
coolies. Then too, when the man was being
dug out yesterday, Mr. May was on the spot.
He turned out promptly and saw that there
were plenty of helpers about and, in an
unostentatious manner did a lot of good
work. Of course we quarrel with him now
and again. He has such very direct views
on matters and sticks to them with such
persistence that we are bound to disagree with
him from time to time, but we still have a sort
of sneaking admiration for him, though it all.
As a matter of fact we think that though the
Hon. F. H. May, C.M.G., etc., etc., very often
puts his foot in it badly, he is a man, and a
manly one at that, and, few people can say
more. If we were in a tight corner we should
like him behind us—but save us from him
when he gets a distorted view of affairs. He is
too thorough.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. WILKINSON,
Acting Chief Justice.)

August 20th.

ALLEGED MANSLAUGHTER.

P. S. 254 Chu Kwai Lam was charged with
the above offence, Mr. H. E. Pollock K.C.
(Acting Attorney General) prosecuted, Mr. J. J.
Francis K.C., instructed by Mr. Master appeared
for the Defendant.

The following jury were sworn—J. J.
Gutierrez, A. Reid, H. Kruse, T. S. Forrest,
E. Hainsworth, E. V. M. R. de Souza, J. M.
dos Remedios.

The case is still proceeding.

AT THE MAGISTRACY.

STEALING.

Ho Ye was sent to prison for 6 weeks for
stealing a quantity of goods from a sampan.
There was a previous conviction against him.

ONE TO CRISP.

It is not often that Mr. P. T. Crisp is allowed
to rub it in, but he had a clear case this morn-
ing, not hampered by departmental red-tape.
He charged Chu Chan with altering his build-
ing without in any way consulting the Public
Works Department. The defendant was fined
\$200 or two months' hard labour. Do it again
Mr. Crisp!

BURGLARY.

Wan Kam went inside for six weeks for
trying to "Bill Sykes" a coat with indifferent suc-
cess. He was found by the complainant in his
house, breaking open boxes, and was arrested
with above result.

BREACH OF THE HEALTH REGULATIONS.
L. S. J. S. Burchill caught a couple of Chinese
boarding a steamer in quarantine, 310 or
fourteen days.

NATIVE DEBTS.

We all know the European debtors and are
glad to see the police are on the track of Chinese
debtors, non-descripts, vagabonds, and the
human refuse generally that throng Hongkong.
P. C. Wright and C. Arie had a couple up this
morning and they (the loafers) each went to
prison for fourteen days.

GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO., LTD.

A meeting of the above Company was held to-day at 10.15 at their office to confirm a resolution that was agreed to on July 20th. There were present—Messrs. R. C. Wilcox, J. C. Remedios, F. Silva, E. George, C. George, E. C. Osmond, E. Kadoorie, (Liquidator) and Mr. M. Bennecke. Mr. Wilcox was voted to be the chair. The Liquidator said, although not having been able to secure the signatures of a number of the Chinese shareholders, we have 27,000 out of 49,000 thereby possessing a good majority and quite sufficient to enforce any resolution the meeting may put forward.

The Chairman read the proposal, viz., that in lieu of making a call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them.

This proposition was seconded and carried unanimously.

The Chairman in closing the meeting, intimated to the shareholders that the Liquidator, Mr. M. Bennecke, would devise a scheme for the complete winding up of the whole concern.

This concluded the business.

AT THE HARBOUR MASTER'S.

P. C. 131, G. S. Foden, of Tsim Sha Tsui, charged the coxswain of the launch *Yut Lun* with unlawfully disobeying the rules of the road on the 16th instant. P. C. Foden said he saw the defendant about 500 yds. away and whistled he was going to starboard. The defendant whistled twice but, through faulty navigation, a collision occurred. The defendant having stated his case, Mr. Grier said that the police boat could have avoided the collision but failed to do so. The coxswain was fined \$25.

THE PEACE PROTOCOL.

(Special wires to the *Shanghai Mercury*.)

LONDON, 14th Aug., 7.25 p.m.

Dr. Morrison, the *Times* correspondent, wires that the Peace Protocol is ready for signature. The Ministers agree to Sir Ernest Satow's suggestion to exclude the clause with regard to the appointment of an International Commission relative to the conversion of duties to specific free list, which comprises gold and silver coins, bullion, foreign cereals, rice and flour.

DE WITTE'S TOUR ANNULLED.

ROMANOFF WILL TOUR THE FAR EAST INSTEAD.

It is announced that instead of M. de Witte, the Russian President of Finance, his assistant M. Romanoff, Privy Councillor in the Ministry of Finance, will tour the Far East.

THE PEACE PROTOCOL SIGNED.

GREAT BRITAIN HAS WITHDRAWN HER OBJECTIONS.

The Conservancy of the Whangpoo.

All the Powers have signed the Peace Protocol which contains all the Articles with the exception of Art. XI, and we understand that the Whangpoo Conservancy Question is also inserted in the Protocol, and that is said to be the reason the British and German Consuls-General hastened to Nanking to see the Viceroy. We likewise learn that Great Britain has withdrawn her objections from signing the Protocol after coming to an agreement with the Powers. As to further commercial and shipping questions, they are to be entrusted to a Committee in which only those Powers will be represented who have large commercial and shipping interests with China. In fact the Board will consist of those we mentioned some weeks ago. It is understood that these negotiations will take place, as we intimated some time since, in Shanghai, and the different Powers, especially Great Britain, Germany, France, and Japan, will be represented in this International Commission by their Consuls-General, and that each nation represented will be entitled to one vote only, which will, no doubt, be very much appreciated by the whole commercial community of China. As former consultations regarding the Whangpoo question in Peking have shown that the Ministers are not well informed as to details and have had to rely upon information given them by experts from Shanghai and other commercial ports, it has been deemed best for the negotiations to be carried on here. The transfer of the negotiations on the other hand will facilitate all parties interested, who will be given an opportunity to explain their views.

A STAGE ROMANCE.

Among the passengers on the *Nippon Maru*, which arrived yesterday morning from San Francisco, the *Asahi* Press of to-day says, were a "Mr. and Mrs. Smith" who are none other than Lady Frances Hope, formerly May Yohé, the well-known actress, and Major Putnam Bradley Strong, late of the U.S. army, from which he recently resigned. According to the *San Francisco Chronicle*, "Lady Hope has been the central figure in at least six extensively published stories of alliances with prominent men. Then she married the English lord and reached the climax of her theatrical aspirations. After four or five years of lavish expenditure their wedded life faded to the prosy routine of threatened financial distress. Lord Hope was a ruined man. Only family jewels remained, and they could not be sold. The chance of interesting his brother's dukedom and the immense fortune was good, but it was uncertain and distant. Lady Hope did not care to wait. She met and admired Putnam Bradley Strong in Europe and accompanied him to America. She entertained him for months at her flat in New York city, and she refused to return to London with her liege lord.

Major Putnam Bradley Strong is the only son of the late multi-millionaire, William L. Strong, who was Major of New York from 1894 to 1898. Young Strong was here in San Francisco in 1898 as a Captain of Volunteers, acting as Assistant Adjutant-General on the staff of Major General Wesley Merritt. He was the youngest officer of the command, and his appointment had come because of his own social and militia prominence in New York, and because of his family's intimacy with people high in authority at Washington.

In the Philippines he distinguished himself by special service and was brevetted major of volunteers. Strong is a linguist and speaks German, French, and Spanish. Because of his knowledge of Spanish he was entrusted in February, 1899, with the important mission of forcing his way through the lines to the headquarters of a rebel commander, with messages from General MacArthur, who sent warning to the insurgent chief to live up to a former agreement. Shortly after his return to the United States, Major Strong has had romantic affairs before now. Not long after his arrival in the Philippines, persistent stories came back to the effect that he had wooed and won the late Princess Kalulani while the transport was

lying at Honolulu on the way to Manila. The rumour of his engagement to the beautiful Princess would not go down for a long time.

Lady Frances Hope, formerly May Yohé, is no stranger to San Francisco. She was here only last year with her newly-acquired and killed English husband, and was about a good deal at the theatre with Edna Wallace Hopper, who entertained the pair at her country place in the foothills near Oakland. As May Yohé she was here in 1889 in the "City Directory" at the old Bush Street Theatre. At that time she attained a good deal of newspaper notoriety by quitting the company and taking apartments in the 1,300 block on Ellis Street, claiming that she had quit the stage and married a prominent San Franciscan. In March, 1894, she actually did quit the burlesque business and was married in London to Lord Hope.

Lord Francis Hope is 35 years old. He failed three years ago for more than \$3,000,000. The official examination of his accounts showed that he had spent \$350,000 for eating and drinking, \$105,000 for backing the Lyric Theatre, where May Yohé played; \$350,000 for betting and gambling; \$350,000 on behalf of other people, \$80,000 in raising money, \$20,000 in living expenses and \$50,000 in minority debts. Lord Hope is now in London and has not been living with his wife for some months.

Whilst in Yokohama a representative of the *Japan Advertiser* called on Mr. Smith, who volunteered the following statement:— "All this nonsense which has appeared about us in the San Francisco and New York papers is absolutely false. I do not conceal my identity and admit freely that Lady Hope is travelling with me. I intend to make her my wife. She is at present securing a divorce from her husband, Lord Hope. What do I intend to do? Well, I expect to remain in Japan indefinitely, and after I go as far as Nagasaki, I shall return to Yokohama and take up my residence on the 'Bluff'."

Lady Hope is the wife of Lord Francis Hope, brother of the Duke of Newcastle, to which title he will probably succeed, as his brother has no children.

TRAGEDY ON THE I.-C. S.

"LOKSANG."

The *N. C. Daily News* of the 17th inst. gives the following brief account of the fatality on the *Loksang*, as published in our telegram last night:—

A sad fatality occurred on board the I.-C.S. *Loksang* last week, when the steamer was at Moerua taking on cargo of coal for Shanghai. A shot was heard, the sound of which indicated that it had been fired in the second engineer's cabin. On entering the cabin, the body of the second engineer was seen huddled up on the floor, with a revolver, still smoking, in the hand. Although the shot had entered the forehead and gone right through the head, the man was still living when the cabin was entered, but was unable to speak and expired in less than a minute. From the position of the body, it was thought that it was either a case of suicide, or that the revolver had gone off accidentally.

AN AMERICAN ON THE CHINA

EXPEDITION.

Capt. McCalla, U.S.S. *Nearak*, says of the Seymour expedition to relieve the Peking Legations:—

"At first we had only the Boxers to contend with. Later we had the Chinese regulars. They were splendidly armed—all that a good soldier could wish for. They had the best of Manners, the finest of Mannishness and good Krupp guns. Nobody could ask for better than that. It was almost pathetic to see how the Boxers fought. Their religious enthusiasm and faith in certain things were extraordinary. They believed that by waving their banners and spears in a certain way and making peculiar motions with their hands, the bullets from our guns could not harm them. Nothing could shake their faith in this kind of defense. They would not run away. I saw a parcel of twenty-five of them stand up and be shot down to the last man. All through the fire they kept bowing and making their strange motions. Even when the last of the twenty-five had been shot to his knees he kept saluting to the last. I could not understand it. It was different with the Chinese regulars. They knew what bullets could do. They are not very much misshapen. They would begin to shoot where they were a great distance away, but there were so many of them that it kept one rather busy trying to dodge the bullets. They displayed more order under fire than I expected, but that was due to the German methods employed in their training. I saw one body of them walk off very calmly and in splendid order under a hot fire. But so soon as they are threatened from the rear they give way in bad style. They seem to be very sensitive to the danger of being cut off. That is a Chinese soldier's weak point." Speaking of the Japanese, Capt. McCalla said: "The efficiency of their army is something to marvel at. Think of it, when the allies got to Peking the Japanese had an electric searchlight and a long battery which proved of the greatest service in storming the wall. They are modest, quiet but businesslike at all times."

LOSS OF THE RUSSIAN STEAMER

"WITTE."

The *China Gazette* gives the following account of this disaster:—

The officers and crew, 24 all told, of the Russian merchantman *Finanzminister Witte*, arrived here on the 6th inst. by train from the high sea, by the German steamer *Shangtung*. From what we could gather the Russian steamer was on a voyage from Moji to Singapore with a cargo of coal and was caught in the typhoon while in Lat. 27° N. and Long. 121° E. about fifty miles to the north of Formosa. The weather was terrific and the steamer was not gaining any ground and continually shipping heavy seas. Captain Bennerhoff then decided to alter her course heading the wind, but in doing so she shipped such a tremendous wave that her engine room was flooded and the fires put out. The vessel then could not be steered any longer and in her helpless condition she gradually filled with water and took a heavy list to the starboard. The engineers were in the engine room with water up to their necks. Captain Bennerhoff then seeing that the vessel would sink at any moment, decided to abandon her. Three boats were ordered out, but one was quickly smashed. The crew safely embarked in the other two and stood by the steamer for one day and a night till, seeing the water on a level with the deck and the steamer actually sinking, they started to make for the land. After three hours of hard rowing they were picked up by the German steamer *Shangtung*, which brought them to Woosung. The crew had lost their all, as nothing could possibly be saved.

The *Finanzminister Witte* was a boat of 713 net tonnage, and belonged to the Joint Stock Steamship Co., Russia, of Libau. She was employed in the coal trade between Japan and the Straits.

STEAMERS IN COLLISION

AT MOJI.

The British steamer *Chingwa* which arrived at Moji from Kobe on the 9th was making preparations to sail for Shanghai on the 10th, says the *Kobe Herald*, when the Japanese steamer *Hokoku Maru* from North China arrived and cast anchor. A strong current was running at the time and the cable of the latter vessel parted. The *Chingwa* seeing the danger let out 600 feet of cable, but the Japanese steamer was driven towards her and collision resulted. The former sustained some damage near her bow and a portion of her hull amidships was also damaged. The Japanese steamer received damage near her stem and stern. No lives were lost on either of the steamers. The total damage to the two vessels is estimated at yen 10,000 or thereabout. A later despatch to the *Mainichi* states that the *Hokoku Maru* sustained worse damage than the *Chingwa* in the collision, but the latter forwarded a demand for yen 15,000 damages.

COTTON CARGO AFIRE.

HOW THE CAPTAIN SAVED HIS VESSEL.

The Hansa Line steamship *Johanneburg*, Captain H. Moller, which arrived in Bombay recently from Hamburg via Antwerp and Massawa, was on fire while the vessel was loading at Antwerp, on the 23rd May last. The fire suddenly broke out about 11 p.m. in the main hold, where a lot of New Orleans cotton was stowed. The ship's fire hose was immediately brought into use, and the shore fire brigade arrived to give assistance within ten minutes of receiving the alarm. The fire spread so rapidly that the men employed in the hold barely had time to save their lives. There were soon half a dozen powerful fire-bombs in the hold, and water was poured into the burning hold, but nobody could really get at the bed of the fire owing to the dense smoke. After a struggle lasting about three hours the fire brigade gave the steamer up and the port authorities sent the boats and pilots take the burning ship away from the quay and to sink her on the opposite side of the river. At this moment, Captain Moller, the Commander of the ship, stepped in and asked the port authorities to allow him to extinguish the fire by another method and to allow him to keep the vessel one hour longer at the quay, after which time he was willing to obey their orders, to have the ship sunk, if the fire was not put out. The shore fire brigade was sent away and the Captain with his own officers and crew, had all the hatches put on and battened down and also all the ventilators closed and then sent ashore to get fluid carbonic acid. At the same time he had the steam of the ship's donkey boiler blown into the burning hold, and the fluid carbonic acid arrived, he had about eight gallons of it thrown into the lower part of the hold through another ventilator by means of a long rubber hose. As carbonic acid is lighter than air, it rose from the bottom of the hold and took away all the oxygen—the necessary condition for the fire, while the steam which was applied from the upper part did not allow any new oxygen to come down. Within an hour, the large fire was extinguished and the steamer was saved. The port authorities at Antwerp and especially the fire brigade men were greatly puzzled and astonished to see the wonderful power of fluid carbonic acid. Captain Moller really deserves great praise for using this ingenious means and displaying such presence of mind in saving his vessel. —*Bombay Gazette*.

A FRENCHMAN ON THE HOUSE

OF COMMONS.

A Frenchman has been studying the British House of Commons, and has given in the *Matin* (Paris) his conclusions over the initials P. M. G. The gist of these is given below:— "Have you ever sat in the House of Commons and listened? No? Then you have missed the best of English comedies. I will describe. "In front of me sits a gentleman in a long wig; in front of him two lesser gentlemen in lesser wigs. The great gentleman is called the Speaker. I don't know why. Perhaps because he never opens his mouth. The other gentlemen are his clerks; they suck pens continually. "On the right hand of the Speaker sit many plump, red-faced, well-dressed Englishmen. These are Conservatives. On the left hand of the Speaker sit fewer, pale-faced, long-haired, tragic-looking Englishmen. These are Liberals. "Let me describe their talk. 'One of the Liberals—he is a Welshman—gets on his feet. He is very white, very tragic. His hair is brushed as carefully as that of a lady's poodle, and with the same Sunday-school finish. He is young, and his hair announces that he is well pleased with the state of his soul. You feel that he would be really surprised if he did not go to heaven. What does he say? Listen. The British army is composed of the scum of the earth. The officers are savage barbarians. The war is a disgrace to England, and she will be punished for it—some day. His voice vibrates like one of the London Twopenny Tubes. His eyes flash, his arms saw the air. All around him the Liberals sit, white, silent, tragic-looking. "But what is it we hear? My friends, we hear laughter, loud, red-faced laughter. It comes from the Conservatives. Look at their crowded benches. Are they not one broad grin, one big red face? The more the good young Welshman protests, the louder the British officer takes more of these Conservative laughter, the broader do they grin. They are hard-hearted, these Conservatives. "Another Liberal is soon what they call 'up.' He comes from Ireland. Black is his hair, black eyebrows, like the stroke of a quill-pen, press upon his eyelids. He has the white, tragic face; the flashing eyes; he has also the black beard. His clothes hang loosely on his frame; a look of black hair slashes his white brow. He has a really beautiful brogue, and he has pulled out the tremolo stop. "We listen to him. The English soldiers are villains; the officers are blackguards. The English ill-treat the nice poor women. The English cause the tears to fall from the eyes of the sweet little Boer children. Brutal English! Long-suffering Boers! One can see the flames leaping from the farm roof, and hear the wail of the women, also the yell of the little children. Blood swims before the eyes. Oh, it is terrible! "Again there is laughter. Again the crowded benches are full of joyful, red-faced laughter. It is the deep chuckle of those Conservatives, again. "Let me generalize. The Conservative is one who attacks the Liberal for misgoverning the country. The Liberal is one who attacks the country for misgoverning the world. And between the two the business of the empire goes on. "I enjoy the House of Commons. It is really nice to hear these English blackening their own characters. Does it not save us trouble? They seem all of them who are in earnest,

to desire, more than they desire riches, that their country should be proved wicked and wrong. They have newspapers which are trying every day to prove this, and Englishmen buy them, read their own damnation there, pay their pennies to see themselves called savages, cut-throats, blackguards. There are thousands of these English toiling day and night to prove that their Sir Alfred Milner is the Old Gentleman himself. This is perhaps why they call their country 'Merrie England.' Does it not make you laugh? "In England no one defends the empire. It is, perhaps, too big to be defended. And, indeed, when one sees these Conservatives laughing in the House of Commons, he begins to understand. After all, my friends, perhaps they are right. When one is attacked, is not the best thing to laugh? "Ah, these English! But they are not so stupid after all."—Translation made for *The Literary Digest*.

JACK'S PALACE.

THE DUKE OF FIFE LAYS THE FOUNDATION STONE.

Limehouse was on fire yesterday, says the *Morning Leader* of the 12th ult. Sailor Town was gay with flags and bunting; even East and West India Dock roads had partially obliterated their usual grimy grime by streamers and banners fluttering in the sunshine.

And the occasion? A truly notable one for Sailor Town; the public ceremony of laying the foundation stone of the new Sailors' Home, already christened "Jack's Palace" by the idiom-loving East-ender. And the Lord Lieutenant of the City of London, otherwise his Grace the Duke of Fife, proceeded to lay it with all due ceremony about half-past four of the clock.

It seems tolerably easy to lay a foundation stone. Someone else spreads the mortar, yet another someone lowers the stone by means of machinery, the official layer gives five paps with a mallet, and all is over. The Lord Mayor, who was much less appreciated by the Limehouse crowds than his own gorgeous footmen, then proceeded to give the usual taps to a Memorial Stone, and to declare it well-and-truly laid.

THE NEED FOR THE HOME.

That there is an urgent need of the present undertaking cannot be doubted by anyone who has even a slight acquaintance with the dangers of Jack ashore, which are even greater than those afloat. The building will have a four-fold speciality. It will continue a work inaugurated over 85 years ago, when the British and Foreign Sailors' Society opened upon the Thames its first floating chapel and reading-room, the sloop-of-war *Speedy*, called by the sailors "The Ark." It will be admirably situated to meet the needs of a seafaring community in the greatest port and city of the world.

It will not regard the nationality nor the religion of the passing stranger, and it will also be the centre of a wide circumference of world-embracing stations. The site, indeed, has been admirably chosen at the junction of four main thoroughfares, surrounded by Scandinavian, Asiatic, and German homes for Sailors.

CHEERING THE "ENDY" MAN.

The Handy Man formed a very appropriate guard of honour, and did not even smile when the Limehouse matron in the crowd lustily cried for "three cheers for the 'Endy Man,' during the speech of that "historic personage," as the Duke of Fife called the Lord Mayor.

The National Anthem was started; distant people on distant and diverted trams stood up and waved hats frantically; roofs showed loyal enthusiasts waving handkerchiefs with the imminent danger of falling into the street; policemen smiled indulgently on the surging crowd trying to sing "God Save the King," and to see the said King's son-in-law at the same time. And they cheered even more lustily and heartily for the "Endy Man" who was going down to the Rectory Grounds to have a sumptuous tea.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.755
Thermometer.....81.0
Humidity.....83
Rainfall.....13.482

TO-DAY.

On date at 10 a.m. On date at 4 p.m.
Barometer.....29.76 29.69
Temperature.....80 81
Humidity.....80 84
Rainfall.....0.83

TO-DAY.

Tuesday, 20th August, 1901.

Chinese—7th of 7th moon of 27th year of Kwang-si.

Sun.....Rise.....5hr. 30min.

Sun.....Set.....5hr. 30min.

High water—Morning.....5hr. 12min.

Afternoon.....5hr. 50min.

Low water—Morning.....5hr. 9min.

Afternoon.....5hr. 47min.

ANNIVERSARIES.

1572—Miguel Lopez de Legaspi died at Manila.

1845—First conference between Sir Henry Pottinger and K'ing-yang on board the *Cornwallis* at Nanking.

1855—Taku forts taken by the Allied forces.

1896—John Daly, the dynamiter, released from prison.

1896—Mail service resumed between Spain and United States.

TO-MORROW.

Wednesday, 21st August, 1901.

Chinese—8th of 7th moon of 27th year of Kwang-si.

Sun.....Rise.....5hr. 30min.

Sun.....Set.....5hr. 30min.

Moon—In Apogee.....5hr. a.m.

High water—Morning.....5hr. 40min.

Afternoon.....5hr. 40min.

Low water—Morning.....5hr. 18min.

Afternoon.....5hr. 27min.

ANNIVERSARIES.

1808—Battle of Vimiera.

1841—Admiral Sir H. Pottinger arrived at Hongkong.

1888—Railway between Taku and Tientsin opened for passenger traffic.

1896—Competition in the Philippines to secure independence reported in Madrid.

AGENDA.

TO-DAY.

Cargo ex *Pekin* subject to rent.

TO-MORROW.

O. S. K. Co.'s steamer *Matsuru Maru* leaves for Amoy via Swatow and Amoy.

11 a.m.—D. & Co.'s steamer *Hainan* leaves for Swatow, Amoy and Tamsui.

Cargo ex *Nankin* subject to rent.

Cargo ex *Catherine Ayr* subject to rent.

THURSDAY, 22nd.

Noon—1. C. S. N. Co.'s steamer *Chungang* leaves for Samarang and Sourabaya.

Cargo ex *Sanki Maru* subject to rent.

Cargo ex *Perru Maru* subject to rent.

FRIDAY, 23rd.

3 p.m.—Public Auction of Leasehold property situated at Shaikwan, by Mr. G. Lammett at his offices, Duddell Street.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Manila.

4 p.m.—1. C. S. N. Co.'s steamer *Loongsang* leaves for Manila.

5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

Cargo ex *Andalusia* subject to rent.

SATURDAY, 24th.

O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

Cargo ex *Glenfing* subject to rent.

Cargo ex *Nankin* subject to rent.

WEDNESDAY, 28th.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.

SATURDAY, 31st.

Noon—P. & O. Co.'s steamer *Mastilia* leaves for Bombay etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 10th.

Mr. Skillen, late 2nd officer s.s. *Perla*, is promoted chief officer *Emeralda*.

Mr. J. H. McBain, late 3rd engineer s.s. *Anping*, has been promoted 2nd engineer *Takushu*.

Mr. W. H. Corsane is appointed 3rd engineer s.s. *Anping*.

Mr. S. J. Payne, late chief officer *Choyang*, has been promoted captain of the *Feckill*.

Mr. A. A. Chambers from the *Yikang*, has joined the *Choyang* as chief officer.

Mr. J. Rae, 3rd officer *Choyang*, has been promoted 2nd officer of the *Kulwo*.

August 12th.

Mr. H. Schröder has joined the s.s. *Lyemnon* as 2nd officer.

Mr. Attwood joins the *Hailan* at Amoy, temporarily, as 3rd officer.

August 20th.

The officers of the *Catherine Ayr* (Capt. S. H. Belson) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, B. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—Chief officer, Mr. Bicar, 2nd, W. Wear, chief engineer, Mr. Smithers, and Mr. Bushby, 3rd, Mr. Moore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*König Albert*) to-morrow.

German (*Prinz Heinrich*) 22nd instant.

American (*Panama*) 22nd instant.

French (*Indus*) 26th instant.

American (*Coptic*) 28th instant.

American (*America Maru*) 7th prox.

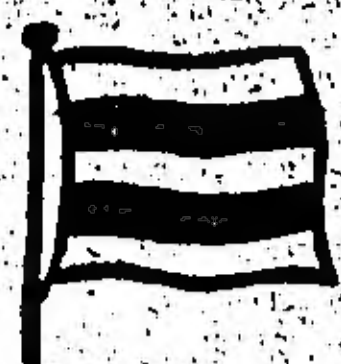
American (*City of Peking*) 14th prox.

The N. Y. K. Co.'s steamer *Rosetta Maru* (Australian Line) left Manila for this port on the 19th inst. p.m., and is expected to arrive here on the 21st inst. at 1 p

Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, to the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE-MATHESON & Co., Agents, Hongkong, 20th July, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Aug. 27
Duke of Fife	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th August, 1901.

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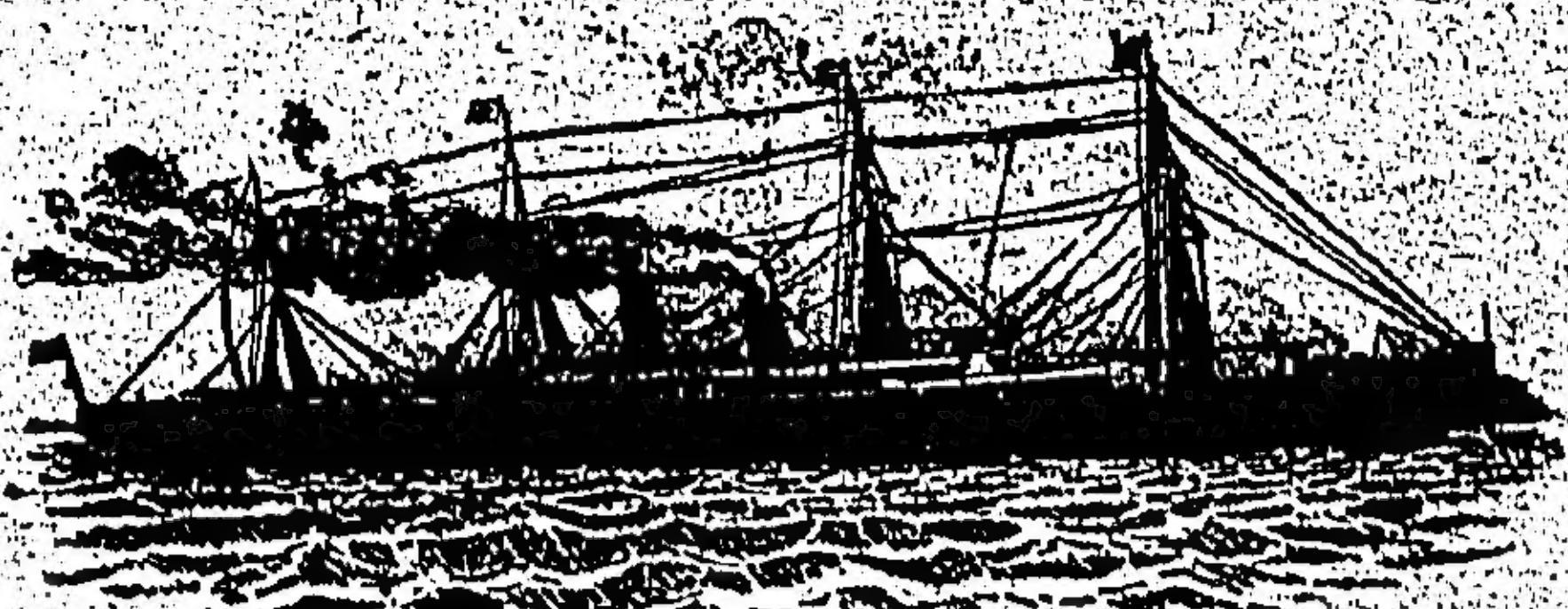
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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"CORTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBIO"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

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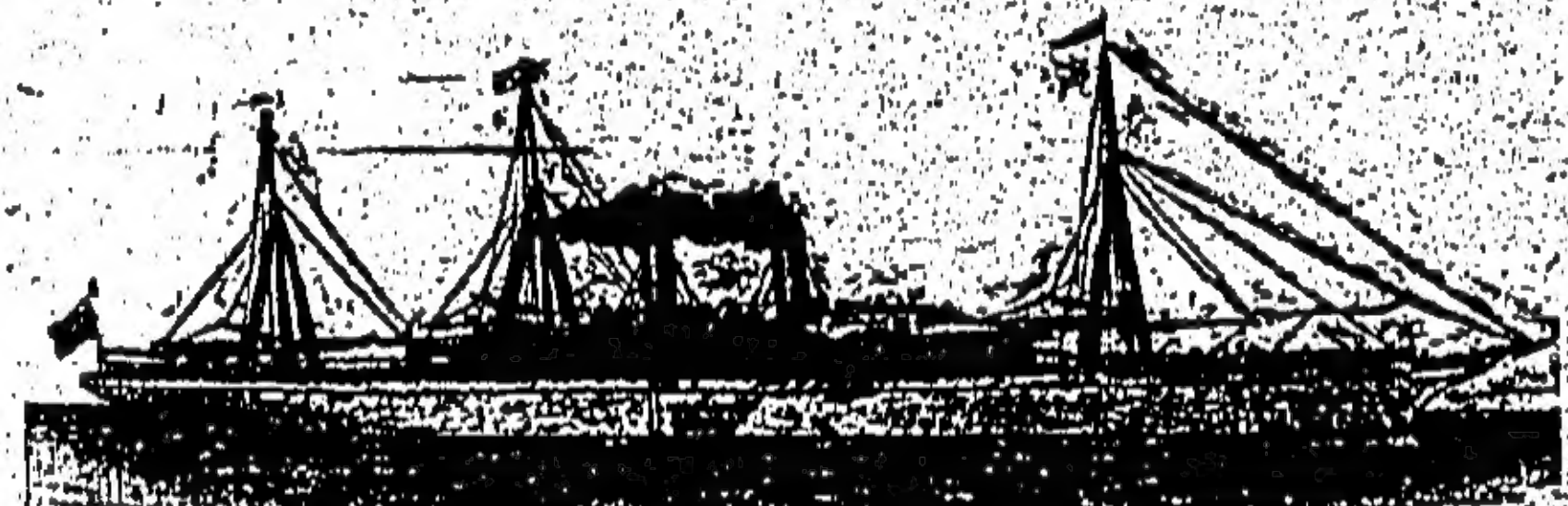
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CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for merit at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 7th August, 1901.

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HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. DESTINATIONS. SAILING DATES.

ALEXANDRIA...HAYRE and HAMBURG...27th Aug. Freight.

SIBIRIA...HAYRE and HAMBURG...10th Sept. Freight.

ANDALUSIA...HAYRE and HAMBURG...21st Sept. Freight.

ABERS...HAYRE and HAMBURG...10th Oct. Freight.

ARAGONIA...NEW YORK VIA SUEZ CANAL...End of August or beginning September.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 4, Queen's Buildings, Hongkong, 7th August, 1901.

Hongkong, 7th August, 1901.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI, KOBE and MOJI	"KASHING"	21st instant.
MANILA, ILOILO and CEBU	"SUNGKIANG"	21st instant.
FOOCHOW, NINGPO and SHANGHAI	"WOOSUNG"	22nd instant.
SHANGHAI	"CHANG HAI"	30th instant.
KOBE and MOJI	"KAWAN"	1st instant.
MANILA	"TAIYUAN"	10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	10th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th August, 1901.

[51c]

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AJAX"	20th August.
	"TYRUS"	26th August.
	"EYREUS"	5th September.
	"ALYSSUS"	12th September.
	"AGAMEMNON"	19th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PELUS"	22nd August.
	"STENTOR"	3rd September.
	"DOMENEUS"	17th September.
	"AJAX"	1st October.
	"ORESTES"	about 15th September.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers; is fitted throughout with Electric

